NEW-YORK, WEDNESDAY, SEPTEMBER 9, 1885.

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THE GENESTA DISABLED.

HER BOWSPRIT CARRIED AWAY BY THE

BLAME ATTACHED ONLY TO THE TANKEE BOAT-

REPUSING TO TAKE THE RACE. A second fruitless attempt to sail the first of the international yacht races was made yesterday. It resulted in the Puritan and Genesta fouling each other before the line had been erossed, the tearing of the American boat's mainsail and the loss of the English boat's bowsprit. The Puritan was pronounced to blame for the accident, but Sir Richard Sutton refused to sail over the course and take the race. There was a narrow escape from a serious accident and loss of life. As it is the yachts will be at the line in racing trim on Friday and both England and America hope they will have a stiff breeze and a fair field. The action of Sir Richard in refusing to claim the race was appreciated by Mr. Forbes, and there is no ill feeling in the

HOW THE ACCIDENT OCCURRED. THE PURITAN TRIES TO CROSS HER RIVAL'S BOW

As the judges' boat Luckenbach steamed through the clear air of the bright September morning across the Lower Bay and into the Horse-hoe yesterday, the sea tay "like a shield embossed with silver," and the green Highlands of the Navesink were sharply defined against the cloudless sky. The flags of the Royal Yacht Squadron and of the Eastern and New -York Yacht Clubs and the American yacht ensign, were flying from the Luckenbach. As she entered the Horseshoe she met a fleet of yachts that had lain at aucher there all night coming out. The Puritan and the Genesta wore there with sails up, ready for the contest. On board the Yaukee sloop there was the confidence of coming victory and screne satisfaction at the work of the previous day; on board the English cutter grim determination. The racing flag of Sir Richard still flow defightly from the topmasth sad. A moderate breeze was blowing from the southeast and there was much more sea on than on Monday. The rival monarchs of the seas sailed out to the Scotland Light ship, accompanied by their attendant train of yachls and steamers. The Ocean King threw overord a patent log and steamed away for the son h-southeast, for from that direction the wind was blowing outside the Hook. The judges' boat blew a fautastic fanfare on its steam whistle as a signal for the yachts to get above the line, and they ran to the northward under mainsail, jib, jib topsail, and club topsail. The wind blew freshly and there was a likelihood of its increasing. There was every

prospect of a good race.

At 11:30 the Luckenbach gave the preparatory signal. The Genesta and Paritan, the sloop to windward, stood down toward the lightship on the port tack. Five minutes were allowed to cross the line, and all but thirty seconds had elapsed when an accident took place which nipped in the bud the hopes of a race. The yachts were near together and within a short distance of the lightship. The Genesta, seeing that she could not cross on that tack, came about on the starboard tack. Then the Puritau tried a thing which is a trick if it is unsuccess ul and a piece of good seamanship if it succeeds. She tried to run across the Genesta's bows, with the intention of coming about on the cutter's weather bow. The yachts were so close to the lightship that it is extremely doubtful if she could have carried out the latter part of the programme even if she had got by the Genesta successfully. The yachts were so near together that those on the judges' boat saw at once that a collision was inevitable. If the Genesta had held course she would have gone clean through the Yankee sloop. She was at once put hard off, and answered her belig beautifully. But it was of no use. people on the judges' boat saw the straight bowsprit of the cutter go tearing through the leach of the Puritau's mainsail. The next instant there the bowsprit of the cutter was snapped short off and fell dangling by her side. It was so apparently and entirely the Puritan's fault that when the Yankee sloop came up to the judges' boat, as she immediately did, and J. Malcolm Forbes threw up his hand and shouted: "We want justructions. Small we go over the course ?" Mr. Tams replied "No" very emphatically. Then the Luckenbach steamed up to the

Genesta and Mr. Tams said: are very sorry for the accident. The Puritan is ruled out and if you will go over the course the race is yours."

"Will you give us time to rig the spinnaker boom for a bowsprit ?" shouted back M. Roose-

Yes," replied Mr. Tams. But Sir Richard Sutton shouted, "No, no. don't want that sort of thing, you know. don't want a walk-over. We want a race."

The Ocean King meanwhile had returned, and, taking the Puritau in tow, had steamed away with ber for the Narrows. Then the Luckenbach took the disabled cutter in tow and the disgusted procession returned to Staten Island. The Puritau was at anchor off Stapleton when the Luckenbach arrived there. The steam yacht Magnelia's beautiful little boat went off to the sloop and brought to the judges' boat J. Malcom Forbes, General Paine and J. R. Busk. They were closeted with the committee for a while and then returned glumly to the Paritan. It was then aunounced that the Puritan's people acknowledged that they "had miscalculated the distance and were sorry for the accident." On returning to the Paritan Mr. Forbes wrote a letter and sent it aboard the Genesta, in which he regretted the accident and effered to pay for the damage done. He said that he had miscalculated the distance which the Paritan was from the Genesta and thought that he

had room to cross the cutter's bows.

The broken spar of the Genesta was taken in tow by the judges' boat and carried to Poillon's shipyard, where a new one will be made. There was but one opinion on the judges' boat concerning the accident, and that was that it was entirely the Puritan's fault. The committee's action in ruling out the Puritan and offering the race to the Genesta if she would sail over the course met with hearty approval. What the members of the committee thought of the Puritan's action in trying to cross the Genesta's bows so close on the port tack they refused to sav otherwise than by their official action. One old yachtsman on the judges' boat, who is well known for his hatred of cutters and love of sloops, was temporarily converied to a cutter man and exclaimed when the accident took place: "Why didn't she luff! Why didn't sae luff If I had been aboard the cutter I'd have come up more and run the Yankee down."

The rules in the sailing regulations of the New York Yacht Club which bear on the question which boat was at fault are as follows and settle the matter beyond doubt:

A yacht on the port tack must invariably give way to those on the starboard tack. In all cases where doubt of the possibility of a yacht on the port tack weathering the one on the starboard tack shall exist the yacht on the port tack shall give way.

Rule XXIV.

PENALTY FOR DISOBEYING RULES.

Any yacht disobying or infringing any of these rules, which shall apply to an yacuts, whether sating in a race or not, shall be disqualified from receiving any prize she would otherwise have won, if racing, and her owner in either case shall be liable for all damages arising.

Rule XXV.

AMENABLE RULES.

Yachts entered for any regattas or races under the ausiness of this club shall be amountable to the rules from the moment the preparatory signal is given.

The rules of the Royal Yacht Squadron are the

Apart from his and besides this there is the well-known rule of the road observed by all nations and acknowledged everywhere as law, that a vessel on the starboard tack has the right of way. Or as

it is memorized by saitors in rhyme: "Two close-hauled ships upon the sea To one safe rule to both agree; The starboard tack must keep his luff— The port bear off."

The port bear off."

All yachtsmen last night were loud in their praises of Sir Relard Sutton's sportsmanlike conduct in refusing to take the race by a walk-over.

The bowsprit of the Genesta where it was broken was eighteen inches in diameter, yet it was snapped off as if it had been a pipe-stem. One of the iron plates to which the bobstays were attached was carried away when her bowsprit went by the board. Captain Carter and J. Beavor-Webb went up to Poillon's shipyard on the ting which towed up the broken spar. The damage to the Puritau's mainsail was such as could be repaired in a short time.

up to Poillon's shipyard on the tug which towed up the broken spar. The damage to the Puritau's mainsail was such as could be repaired in a short time.

The first thing that Sir Richard Sutton said yesterday as the judges' boat approached the Genesta after the accident was: "How long have I to put in a written protest!" He was told that he had until 3 o'clock today. The prompt action of the judges, however, in ruling the Puritan out of the race and offering it to the Genesta if she would sail over the course obviated the necessity of a protest. There was great excitement on both yachts just before and at the time of the accident. The people on the Puritan thought that the skipper of the Genesta was guiding his bowspirit at the leach-rope of the mainsail with the intention of disabling the Yankee yacht and then sailing over the course and ciaming the race. The Genesta's people thought that the American boat was trying to force the cutter to fall off in violation of the rules of the road, and both were afraid that the sloop would be cut in two. Mr. Burgess was sailing the sloop at the time and Captain Carter had the Genesta's tiller. When the bowspiri of the cutter struck the sail of the Puritan everybody on the sloop ran forward in alarm. In speaking of the accident last night Mr. Burgess said: "I am very sorry the accident happened. I thought we had room enough to cross the Genesta's bows. It would have been impossible for us to have crossed the line on the tack we were on, as Captain Carter must have seed. Of course the Genesta had the right of way, but I think if she had kept off more the collision would have been repaired in a few hours."

J. Malcom Forbes said: "I deeply regret the accident. We entirely miscalculated the distance and thought we could cross the Genesta's bows. As the preparatory whistie had been blown the yachts were amenable to the rules and the committee were acting under the rules in offering the race to Sir Richard Sutton. Sir Richard's action in refusing to take the race on a waik-over weather.

Sir Richard Sutton refused to talk about the accident. J. Beaver-Webb thought that it was most

cident. J. Beaver-Webb thought that it was most unfortunate.
Captaia Carter talked freely about the occurrence, but neither be nor the other people connected with the English yacht showed any ill feeling in the matter. Captain Carter said: "I wonder that the Puritan did not run under our stern instead of crossing our bows. If she had run under our stern and come about on the starboard tack she would have had an excellent position to windward of us and could have crossed the line so. The Puritan's skipper evidently intended to cross our bows and then come about on our weather bow—a very neat taing if he could have done it. But as it was the plan could not have been carried out, even if the Puritan had successfully crossed our bows, for she would then have been too near the lightship. I kept the Genesta off, but could not prevent the accident. When the man at the wheel on the Puritan saw our big bowsprit shooting over him he dropped the spokes like hot pennies and ran forward, and I think he did quite right. It was a narrow escape, and I am glad it was not more serious. I hope we will have a good race in a few days."

M. Roosevelt Schuyler, who was on the Genesta,

M. Roosevelt Schuyler, who was on the Genesta, said: "We put the Genesta hard off as soon as we saw that a colitision was immonent. We could do no more. If we had held our course, as we had a right to do under all racing rules, and all rules of the road at sea, we should have cut the Puritan in two. The skipper of the Puritan took greater risks than he had any right to do in attempting to cross our bows in the manner he did. Even if he had succeeded in doing it he would have been too near the lightship to have come about on our weather bow and crossed the line. He should have come about when we did or have run under our stern."

stern."
One of the Puritan's people said: "If the Puritan's bowsprit had come aboard the Genesta as theirs did aboard of as it would have carried everything away. Their bowsprit was broken off about six inches from the stem. There was a tremendous leverage, of course, but I think

a tremeudous leverage, of course, but I think that if it had been the Puritan's bowsprit caught in the Genesta's sail the sail and not tue bowsprit would have given way."

A yachtsman who saw the Puritan sail on the castern cruise of the New-York Yaent Club said:

"This is not the first time the Puritannas tried the trick of crossing the bows of a yacht and coming about on her weather side. She did it successfully with one or two yachts on the eastern cruise, but she will probably not try it with the Genesta again."

she will probably not if y it again."

The committee having the races in charge have decided to sail the outside race on Friday, the inside race on Monday, and the third race, if a third is necessary, on Wednesday of next week. There is little betting on the races now, but what there is is two to one in favor of the Puritan on account of her excellent showing in the light winds of Monday.

The rooms of the New-York Yacht Club were

of Monday.

The rooms of the New York Yacht Club were crowded last evening with a damp and argumentative collection of men who discussed the pros and cons of the attempted race. A notice of the postponed races was hung out on the outer wall and surrounded by a crowd of interested readers. Eager inquiries about tickets were made on all sides, and although no member of the Ticket Committee was visible. about tickets were made on all sides, and although no member of the Ticket Committee was visible the general opinion of the club members seemed to be that the tickets of members and guests would be good for the entire new series. Secretary Minton would not say whether anything approaching a procest or complaint had been received from either of the contesting yacht owners, but poluted triumphantly at the notice of postponement as evidence that every body was satisfied.

FROM THE DECK OF THE TAURUS. BOW THE ACCIDENT WAS REGARDED-THE PURITAN

ALONE BLAMED.

The decision of the America's Cup Committee to have the race yesterday was probably not fully understood, as the flottilla of yachts, steamboats and tugs was by no means so large in the Narrows as on Monday. Probably there would not have been so large a demand for accommodation even had the decision been widely known, for it may be safely said that thousands of people cannot leave business two days to succession without sufficient time to make special arrangements. The squadron, at all events, was noticeably reduced in size. It was still picturesque and brilliant. Mr. Gerry's stately Electra. Mr. Alexandre's Vision, the queenly Polynia, Mr. Jaffray's Stranger, Mr. Bostwick's Orienta, Mr. Morris's Cora and Mr. Morgan's Corsair comprised the fleet of steam yachts. The iron steamboat Sirius, which had a large party, was the only passenger boat in attendance. The Taurus, chartered for the special use of the New smaller party than on the previous day, almost the entire company of 125 persons being made up of

Among the sailing vessels present were the oddly designed Gaviota, Commodore Rogers's Bedouin, the sloop Penguin, the schooner Estelle and the schooner Speranza. On the deck of the Speranza were Mr. Jonas, Mr. Collender and Captain Willmas, who sailed the Madeleine when she The cutters Heen saved the cup. The cutters Heen and Oriva played around for a time in Gravesend Bay, but did not go out to the lightship. Mr. Morris's steam yacht Cora flew the gaudy colors of the Southern Yacht Club and kept pace with the dainty Natalie. Nor were the tugboats nearly so numerous as they had been on Monday. The tug Leader, which had come all the way from Boston, bore a company of the Eastern Yacht Club's members, others of whom were on board the Goodwin, which was adorned with the club's flag. The tugboat Ruth were the ensign of the Oswego Yacht Club and the Beverly Yacht Club had retained the Haviland. The Atlantic, the Seawanhaka, the Larchmont, the Lynn, the Jersey City, the Columbia, the Hull, the Southern, the Yonkers and New-Haven clubs were also accom-

aodated in small craft and formed a goodly com-

pany in honor of the contest. The large tugs Ocean King, Burke and J. A. Garfield contained people from this city. Herreshoff's little Stiletto per-formed her fancy nautical feats to the edification of the fleet.

There was a painful anxiety felt as to the conditions of weather, which could searcely be considered early in the morning as more than promising. The wind came, however, from the right quarter and grow a trifle fresher as the hours drew on. The squadron clustered about the contesting vessels, giving them barely enough sea in which to manœuvre in their effort to secure and retain good positions in which to receive the preparatory signal. When that sounded, after an hour of waiting for a more favorable manifestation from the wind, the Polynia was about a thousand feet away from the lightship and the Taurus lay astern of her. The group of yachtsmen on the Taurus were in an excellent spot to witness the start and were all collected near the pilot-house. Among them were Jules A. Montant, of the America's Cup Committee; ex-Commodore John S. Dickerson, J. Eudicott Peabody, of Boston: Captain Robert Boyd, of the United States Navy; Reginald Francklyn, T. Dawey Boardman, and Thomas Storm. These were all standing on seats and with spyglasses levelled at the They saw the movement of the Genesta, as she came down on the port tack, and smiled their commendation of the simple but wellformed plan of the Englishman to cross the starting line at the moment the next whistle blaw. They saw the Puritan coming toward them, also on the port tack, on a line that would bring her too soon to the starting point, and they murmured disapprovingly. Mr. Peabody wondered what in the world Captain Crocker could be thinking about, and was not wantly satisfied when he saw him bear a point or two away. In a few moments more they perceived that the Genesta had come about and that she stood on her starboard tack in a dangerously close position to the approaching Bostonian. "That won't do," cried Commodore Dickerson; "the Paritan must not attempt to cross the Genesta's bow!"

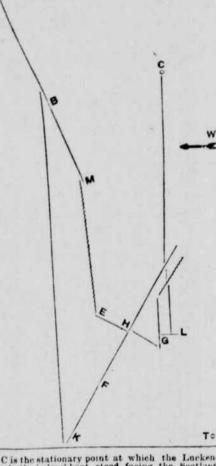
Of course it was difficult to see from where these a managavre. Its advantages were immediately apparent to them all, and the watchers more eagerly strained every nerve to catch the slightest change in the movements of the two boats now diagonally approaching each other under a strong tugs and steamers the same painful alarm was apparent in the faces of their passengers. Persons who had not observed the start closely now came hurrying to the sides of their craft and levelied their glasses at the vessels.

their craft and levelied their glasses at the vessels. They saw the Englishman pursuing his way steadily as if it was nothing to him whether or not both boats were sunk in a chiision so long as he was obeying the rules and holding his rights. They saw the owners of the Puritan with her capian and Joe Elisworth, lear pilot, enddealy move forward a trile as if to take a final glance at the situation, and then they saw her dart ahead in her perilons determination to cut ahead of her rival and go to starboard on the weather side.

In a moment more, and about fifteen seconds before the thail starting signal would have sounded, they saw the bowsprit of the Genesta pierce the Puritan's mainsail, and then drop with a sound of breaking timber in the water. The yachismen near the Tauras's pitot-house attered a dismal chorus of groans. "Such a brilliant piece of stupidity is worse than a crime," said Mr. Peabody. They had no business to be jockeying the boats as if they were racing horses. But it is purely the fault of our craft." Commodere Dickerson had not words in which to express his emotions. He was lost in admiration of the magnificence of the Puritan's scheme had it succeeded and in detestation of it for having failed. Mr. Montant looked completely creatfalles and woe-begone.

The following diagram will serve to illustrate.

crestfallen and woe-begone.
The following diagram will serve to illustrate, from the pilot-house of the Taurus (T) as a point of view, just how the accident occurred:



C is the stationary point at which the Luckenbach, the judges boat, stood facing the Scotlaud Lightship, L. The line between those two vessels is the imaginary line over which the yachts in starting had to cross. The arrow at W shows the direction in which the wind was blowing, it coming from the quarter at right angles with the starting inc. B is the point where the Genesta stood when the preparatory signal sounded, and D the point occupied by the Puritan at the same time. The purpose of each vessel, of course, was to maneauvre about to scart was given, five minutes later, they might be just upon the line and as close to the lightship as possible, that being apparently the most advantageous point at which te cross. Each, of course, hoped so to time and shoe its movements as to get to the windward of the other just before crossing. To this end the Genesta came down from B to K and there went about and stood for the lightship on the starboard tack. With the down from B to K and there went about and stood for the lightship on the starboard tack. With the same am the Paritan sailed from D to M, where, finding that a continuance upon that precise course would oring her across the line bafore the signal sounded, she bore away from M to E and then hauled on the wind, loping to cross the bow of the hauled on the wind, loping to cross the bow of the other tack. The finding tack, and was at F when the Puritan was just away from E. The Bostonian's plan was longuaged in the contemplated as curing a place

on the starboard tack, and we sat F when the Puritan was just away from E. The Bostonian's plan was ingenious. It conteroplated searing a place at G where she would have gone about and stood for the lightship placing herself immediately upon her rival's weather bow. She was a moment too late, however, and at H the collision occurred.

Mr. Peabody was strong in his reseatment at the Puritan's conduct. When reminded that the Genesta might have prevented the mishap by a single movement of her helm, he said: "That had notaing to do with it. She had the right of way, and the Puritan had no earthly business to interfere with her or to to run the risk of a collision. It was not the Genesta's business to go one-tenth of an inch out of her course. I would rather the Genesta had bored a hole in the Puritan and sank her than that the slightest accident had befailen our foe through our own stupidity."

Commodore Dickerson descanted strongly on the Puritan's blunder. "It was worse than a blunder," said he, "because even after it must have been apparent to Captain Crocker that a collision would eccur if he kept on in his course, even when the boats pointed at an angle on their bows, had he put his helm to port the accident would not have taken place. Of course he would have lost the point of advantage for which he was contending, but he might have saved his boat. Yachting is peculiarly a sport for gentiemen and the sharp practices—perhaps defensible enough as a mere matter of law—that prevail on the race track are frowned upon on the water. They are not creditable, and I am quite are frowned upon on the water.
They are not creditable, and I am quite

APOLOGIZING TO GERMANY.

THE RIOT IN MADRID EXPLAINED. AN AMICABLE SETTLEMENT OF THE CAROLINES DISPUTES PROBABLE.

MADRID, Sept. 8 .- The demand of Germany for reparation for the insult to the German Embassy was received to-day. The note is couched in reasonable terms. Spain's note in reply, which was dispatched tonight, expressed deep regret at the occurrence of the incident, says that the offenders will be prosecuted and punished, and that those responsible for the safety of the Embassy have been arrested and dismissed from the service, and condemns the action of the riotons mob. Orders have been given for reports on all troops avail-

An authorized report is published that at the Cabinet ouncil Seflor Canovas del Castillo told King Alfonso that unless he trusted the Ministry he would summon sefior Sagasta, whose energy would probably bring abou a rupture with Germany and increase the popularity of King Alfonso. The latter decided that he had confidence in Senor Cañoza's Cabinet and would maintain it in preference to popularity with the that Emperor William would meet him half way in his desire for peace. King Alfonso telegraphed Count Benomar, the Spanish Ambassador at Berlin, accordingly. Court and official circles are confident that either by

The Figuro and the Gaulois state that the commander of the German gunboat who recently occupied Yap has been ordered by his Government to evacuate it. The settlement of the difficulty, both newspapers say, is due to Emperor William's having taken the initiative step toward oringing about a peaceful solution of the affluir. A telegram from Madrid states to a General Lopez Dominguez has submitted to the pressure brought to bear on him and has accepted the Premiership.

Bighter, Sept. 8.—It is believed that an arbiter will not be needed in the Carolines shirt, When the matters connected with the German occupation of Yap are settled, Emperor William will receive Count de Benomai, the Spanish Ambassador, on his former foothing.

The German gunbout litts left nobody at Yap. She sailed for Singapore.

POLICY OF THE RADICALS. SPEECH BY MR. CHAMBERLAIN-PARNELL TO BE

LONDON, Sept. 8 .- Mr. Chamberlain, in a speech at Warrington to-day, gave the full Radical plat-form. He said the Radicals now formed agreat majority of the Liberal party, and they would oppose Mr. Parprolonged cheering. Continuing he said that the granting of home rule to freland would mean the destruction of the British Empire. He had prepared a moderate of the British Empire. He had prepared a moderate scheme of domestic government for Ireland which had met with the approval of the National leaders. If the Liberals did not like the Radical platform they must seren their connection with the Radicals. Mr. Chamberlain acousted the lea that Lord Hartington would accept Lord Randolph Churchill's Invitation to join the Conservative party. Liberalism, he said, was broad enough to settle its own differences. The Radical demands were moderate enough to satisfy all sensible Liberals. Churchill's reticence about Ireland was ominous. Parcell's policy was in many respects a worthy one. But separation meant another foreign country thirty miles from Engiand's shores, animated at the outset with eminty toward Engiand it was the duty of any Government to avert such a calamity If these were Mr. Parnels's only terms the Radicals would never enter into a compact with him. Mr. Chamberlain predicted that if the Whits rejected the Radical programme they would eventually flust themselves outbidden by more extensive and dancerous proposals of the Tory Democrats, as it was already seen that their Irish policy was leading Parnell to excessive demands.

London, Sept. 8 .- The examination in the Eliza Armstrong abduction case was resumed this morning. Mrs. Jarrett, on the opening of the court, began trying. Mrs. Armstrong testified that Mrs. Jarrett ob-tained her daughter from her on the pies of needing the examined she was bold and defiant, and vulgarly at Mrs. Jarrett and Mr. Russell, counsel for the defence.
The witness admitted that she had been threetimes fined
for being drunk, once for an assault and flicted with that of her motie

The court adjourned till Saturday. CHOLERA CASES IN EUROPE.

MADRID, Sept. 8.—There were 1.870 new cases of cholera and 630 deaths from the disease reported throughout Spain vesterday.

MARSEILLES, Sept. 8.—The cholera epidemic is de creasing here. Only eight deaths were reported to-day, and only thirty-seven patients remain under treatment

TOULON, Sept. S. One death from cholers was reported to-day and 117 patients are under treatment in the various hospitals Several are in a critical condition.

ROME, Sept. S.—Thore are still several cases of cholera at Parma and Caverta.

ILLNESS OF JOHN W. FOSTER.

LONDON, Sept. 8 .- A dispatch from Madrid states that John W. Foster, the American Minister, has been ill for the last few days, and that hast night he became worse.

MR. GLADSTONE'S HEALTH. LONDON, Sept. 8 .- Mr. Gladstone bas not been outside of Hawarden Castle all day. There is much public misglying as to the cause of his seclusion, his health being far from good.

SMALLPOX PRECAUTIONS IN CANADA. MONTREAL, Sept. 8 (Special) .- The Central Provincial Board of Health met this afternoon and decided to issue circulars to all the municipalities in the Province ordering them to at once establish local boards of health. The representatives of the City Council announced that it was the intention of that body to erect a permanent contagion hospital containing 200 beds. In a permanent contagonary ward would be begun to-morrow in connection with the present smallpox hos-pital, to contain fifty patients. This brings its capacity up to 119 beds. Ten physicians will be appointed at once to begin house-to-bouse vaccination. There were tweive new cases of smallpox authenticated yesterday and twelve deaths.

PRAGMENTS OF CABLE NEWS. BRUSSELA Sept. 8.—Herr Bielchroder, the Berlin banker, has seen King Leopold of Belgium in reference to a loan to the Congo Free State, Herr Bleichroder has been decorated with the Order of Leopold.

BERLIN, Sept S.—The expulsion of 104 Austrian residents of the town of Kattowitz, in Prussian Stiesia, has been ordered. Billeast, Sept. 8.—The Earl of Carnarvon, in a speech here to-day, said that slove the Conservatives came into power England's relations abroad had improved.

CORK. Sept. S.—There is a heavy run on the branches of the Bank of freiand and the Provincial Bank at Skib-bersen, a town forty miles from this city. ALEXANDRIA, Sept. 8. The Bosphore Egyptica has re-appeared under the name of the independance Egyp-tionne.

BERLIN, Sept. 8.—The banquet given last night to the delegates to the telegraph conference was a success. Mr. Fendieton was present. The Court theatrical troupe played "Electra," which was written especially for the occasion by Herr Wildenbruch.

ARMY OF THE TENNESSEE REUNION. CHICAGO, Sept. 8 (Special) .- The eighteenth annual reunion of the Society of the Army of the Tennessee will begin here to-morrow and extend over Thurs day. It is expected that the reunion will be a large and extremely interesting one despite the many drawbacks consequent on holding it at this sparticular season, such as the Soidiers' Reunion in Ohio. The annual meeting will be held at the Central Music Hall at 8 o'clock in the with the held at the Central Music Hall at 8 o'clock in the evening. Governor Oglesby will deliver the address of welcome, to which General Sherman will respond. He will recall some of the characteristics of General Grant, and give some personal reminisences, but it will not be in any sense a formal culogy. General Sanborn will deliver the address of the evening upon the life and public services of General Grant.

OFFICERS OF NEW-JERSEY KNIGHTS TEMPLAR. TRENTON, Sept. 8 (Special).- The annual conclave of the Grand Commandery Knights Templar of New-Jersey was held in the Masonic Temple to-day. Officers were elected as follows: Right Eminent Grand Commander, J. H. Ackerson, of Jersey City; Deputy Grand Commander, Isaac S. Roberts, Lambertville; Grand Generalissimo, Edward W. Price, Elizabeth; Grand Captain-General, Isaac C. Githers, Camden; Grand Prelate, Thomas Gordon, Newark; Grand Senior Warden, John N. Lindsay, Trenton; Grand Junior

Warden, Charles Slee, Trenton; Grand Treasurer, F. G. Weise, Bordentown; Grand Recorder, Charles Bechtel, Trenton; Grand Standard-Bearer, A. D. Winfield, Paterson; Grand Sword-Bearer, L. L. Grear, Passale Bridge; Grand Warden, John O. Hudson, Berdentown; Grand Captain of Guard, Samuel G. Bennett, Trenton.

The time of holding the annual conclave was changed to the third Tuesday in May.

THE SWINDLING TRUSTEES SEEN IN CANADA. Washington, Ind., Sept. 8 .- There are some frands. Mesars. Grimsley, Brown and Clarke, the absconding trustees, have been seen and interviewed in Hamilton, Ont. J. C. Billhelmer, of Washington, went to Canada shortly after they disappeared and came across them in Hamilton. Mr. Billheimer says: "When I arrived in Hamilton I found three of the comicst trustees I ever saw in my life. They looked sad and forsaken, but offered no apologies or explanations concerning their schemes. They blamed a Chicago man for a good part of the muchief, and I think that he

quantity of the fraudulent township certificates from ing to over \$4,000 to get our opinion as to their value. I saw that they had been issued by the Daviess County trustees. Our client wanted by the Daviess County trustees. Our client wanted to know if the township could be held for their payment. I read him a clause in the constitution of indiana which limited the indebtedness of counties and townships to 2 per cent of the taxable property. As these orders or warrants were drawn in excess of that amount they are plainly void and of no value.

trustee of Warren Township, Warren County, is reperted as having issued fraudulent warrants to the amount of \$40,000. He is missing. The County Commissioners have cited all the township trustees to appear and make a showing of their transactions.

STORMS IN THE WEST AND ON THE LAKES. Parsons, Kan., Sept. 8 .- A heavy rain storm set in here Sunday night and the rain continued to pour down until late y-sterday afternoon. The streets of the city were flooded, and the water rushed through them with fearful velocity, covering the sidewalks and flooding cellars. The creeks are all out of their banks again for the third time this season, and farmers living on the lowlands are again subjected to great damage and loss. lowlands are again subjected to great damage and loss. This city is surrounded by water, which in some places is several miles wide. Many people living in the suburbs slong Labette Creek have been forced to vacate their houses and seek higher ground. Some stock has been drowned, but no haman lives have been lost. The crops on bottom lands are a total loss. The Kansas City, Fort seet and Guif Railroud has two washouts just east of here, and no train from Kansas City has come in over that road since Sunday night.

BUFFALO, N. Y., Sept. S.—The Chief Signal Officer at Washington galared up the storm alongs and all attaches.

Washington ordered up the storm signals at all stations on the lakes from Oswego westward at 10:30, as a welldefined storm was discovered, central in Iowa and movdefined storm was discovered, or the laws rains in almost all sections. On the western parts of the lakes high winds are reported. The storm is the most severe one of the season, and will be feit at Buffalo in the coming twenty four hours. The bacometer fell almost haif an inch last night at many stations.

URBANA, Ill., Sept. 8 .- There is much excitement at St Joseph, this county, over three mysterious ter of Robert Hasty, a young woman of fine character and pleasant manners, lived with the Peabody family and was said to be engaged to young Silas Peabody.

pany formation. By advice of their more intelligent representatives the greater number of negroes did not leave their homes after dark. The city is unusually quiet, taking into consideration the presence of a circus which is attracting the usual large crowds. The leaders of the mob of Sunday night will be arrested and prose-

"NANON" PRODUCED IN SAN FRANCISCO. SAN FRANCISCO, Sept. 8 .- Leo Goldmark and Heinrich Conreid, owners of the copyright of the opera "Nanon," obtained an infunction yesterday to prevent the production of the opera at the Tivoli, a family resort owned by Kreiing Brothers. A deputy sheriff went to the Tivoli and attempted to go behind the scenes in search of the pro-prietors, on whom he desired to serve the papers. He was stopped by employee and drew a revolver to force his way to the stare, but was quickly disarmed and summarily ejected from the building. Later the sheriff made efforts to serve the injunction papers, but without success, and the opera was produced without interrup-tion. sempted to go behind the scenes in search of the pro-

SULLIVAN READY TO FIGHT RYAN. Boston, Sept. 8 .- (Special) .- John L. Sulivas said to day : "Thursday night I will leave here for Cincinnati, where I play as pitcher in agame of baseball which comes off on Sunday. That evening I will return

which comes off on Sanday. That evening I will return home and put myself in trim to meet Paddy Ryan on September 2d. There is no truth in the rumor that I would not meet Ryan. The fight will be in Jersey City or Hobok n. After that I am through with all these duffers, and go on the road with my ministrel company." THE CASE AGAINST SARAH ALTHEA HILL. SAN FRANCISCO, Sept. 8 .- The trial of the case of William Sharon against Saran Althea Hill was begun in the United States Circuit Court to-day. The action is to declare void the marriage contract upon which Judge Sullivan granted a divorce in the Sharon divorce case. All the testimony had previously been taken in secret sessions before Masterian Chancery Houghton, and was read to the Court to-day by W. H. Barnes, counsel for the plaintiff.

CRIMES AND CASUALTIES-BY TELEGRAPH.

SUICIDE OF A RENT COLLECTOR.

CRICAGO, Sept. 8.—Isaac N. Harlon, of Wilmington,
Ohio, a rent collector in this city, was found lying in a
bed in a room at the Windsor Hotel, in Dearborn-st, this
morning, with a builet wound in the region of the heart.
He went to the hotel yesterday.

He went to the hotel yesterday.

BURGLARS BLOW OPEN A SAFE.

St. Louis, Sept. S.—Advices from Camden County,
Mo., are to the effect that the sate in the County Treasurer's office at Line Creek was blown open by burglars
last Saturday night and robbed of \$7,000 in money.

TWO BOYS KILLED FOR STEALING FRUIT.

St. Paul, Sept. S.—Lincoln Smith and James Shister,
two boys, were fatalty shot Sunday by Joseph Linder, a
rancher, near Goldendale, W. T. The boys were stealling fruit from Linder's orchard.

A LAWYER WIGO TALKED TO

A LAWYER WHO TALKED TOO STRONG.
OSAGE MISSION, Kan., Sopt. 8.—Judge Stillwell, in the celebrated "Frankle" Morris murder trial, has granted a new trial to the defendant, on the ground that opprobrious expressions of the County Attorney were outside of the record and prejudicial to the interests of the defendant.

AN OFFICER ACQUITTED OF PERJURY. AN OFFICER ACQUITTED OF PERJURY.
MILES CITY, Mont. Sept. 8.—The case of perjury
against Lleutenant-Colonel Cochrau, of the 5th Infantry,
at Fort Keogh, was disposed of here by Judge John
Coburn yesterday, the jury acquitting the defendant on
the first vote. The case has excited great interest in
Army circles, being an offshoot of the court-marist of
Lieutenant John C. Fremont Tilhon in September, 1894,
and the verdiet is received with great favor by both
soldiers and citizens.

soldiers and citizens.

SUPPOSED TRAIN ROBBERS ARRESTED.

TOPEKA, Kan., Sept. S.—Hugh McHenry and Howard
Pierce, living ou a farm in talls county, were arrested
yesterday, charged with taking part in the Biue Springs
train robbery. The officers say they tracked their men
from the scene of the robbery by a round-about course
to their home, passing through Kansas City on Friday

A YOUTHFUL NEGRO FRATRICIDE. WINCHESTER, Va., Sept. S.—Rowland Reed, a negro hoy age thirteen, to-day murdered his brother, age ten-the two hoys quarrelled, when Rowland took a gun loaded with sings, fired the contents into the stomach of his brother, and dragging the body to a ditch near by covered it over.

LOST IN THE AUGUST CYCLONE.

PAPERS ON SOCIAL SCIENCE

A NEW SOCIETY ORGANIZED AT SARATOGA. GOLDWIN SMITH'S ADDRESS ON THE POLITICAL HIS

TORY OF CANADA. [BY TELEGRAPH TO THE TRIBUNE.]

SARATOGA, Sept. 8 .- The American Social Science Association met to-day. The chairman, W. T. Harris, L.L. D., of Concord, Mass., made a brief address in which he spoke of the general condition of educational matters throughout the country and the rapid strides made in the sine of advancement. "The Relation of the iam Ordway Partridge, of Brooklyn. He held that a sensational play only pandered to low tastes, while the pure drama had, an elevating tendency. Judge Bechner, of Winchester, Ky., submitted a brief paper on "Edu-cation in the City as Contrasted with the Country." Ho supplemented his extended remarks by urging Federal aid for educating the whites and blacks in the South. He held that there should be no color line in educational work. The colored race have been given their freedom and they should be educated up to a proper standard in order to exercise their rights properly as chizens. The

safety of the Nation demands their education.

Professor E. L. James, of the University of Pennsylpolitical science. These schools should be both liberal and professional in their character. Their curriculum should consist of a minimum required course and a number of elective courses designed to prepare the students. for their future profession or callings, including poutical economy, journalism, social economy, civil service, college profession, constitutional and administrative law and political and constitutional history.

Professor Thomas Davidson, of Orange, N. J., read a

paper to-night advocating the further developme

art in education.

The American Economic Association was organized here to-night. It is composed of the younger and more pro-gressive political economists of the United States. Pro-fessor Henry C. Adams, of the University of Michigan, Ety, of the Johns Hopkins University, as secretary, Among those interested in the movement are Professo Alexander Johnston of Princeton, Andrew D. White and President Charles K. Adams, of Cornell University. Professor Edmund J. James, of the University of Penusyivania, Professor J. B. Clark, of Amherst College, Edward D. Wright, Chief of the Bureau of Labo Statistics, the Rev. Washington Gladden, and Professo E. Benjamin Andrews, of Brown University. The new association will noid another meeting to-morrow.

The opening session of the American Historical Asset ciation, held here to-day, was largely attended. Andrew D. White, ex-Minister to Germany, the president, made an able address. He spoke of the influence of Franklin, Jefferson, Barlow and Paine apon the French soldiers was returned from the American Revolution

Goldwin Smith, of Toronto, gave an address on the political history of Canada. The British Empire, he said, was made up of different elements - India, the military dependencies, the Crown Colonies and the seif-governing Colonies. The seif-governing Colonies were ready independent nations bound to the mother country only by a nominal fle, though the moral tie was still strong. Americans were hardly conscious of the recent extension of Canada and the growth of her aspirations. The Provinces before the insurrection of 1837 were ruled by Royal Governors and Toryism prevailed in the Colonial Government as in that of the mother country. The affair of 1837 was rather a porty evil war between Colonial parties than a rebellion against British Government. It was followed by the concession of responsible covernment and by the union of the provinces, so that Canada was turned from a pair of vice-royalities into a single republic. This was done with the usual British avoltance of a change in form, merely by an alteration in the instruction of the Government. Great Britain was thefinand of constitutional fiction, and her fictions had led the world a strangdiance.

and was said to be engaged to young Silas Peabody. Young Peabody's parents were opposed to this marriage owing to Miss Hasty's poor health. On August 2 Mrs. Peabody died suddenly of what appeared to be neuralgia of the stomach. On August 17 Mr. Peabody died with the same symptoms. On September 1 Miss Hasty and young silas Peabody were taken with the same symptoms and they young lady died, while the young man has recovered. Since that time suspicion has been awakened by the allowed discovery of a package of rat poison planed to allowed discovery of a package of rat poison planed to allowed discovery of a package of rat poison planed to an undergarment which Miss Hasty had worn just before her death, that the latter had poisoned Mr. and Mrs. Peabody with the hope of marrying the son, and then concluded to kill him and herself. A clerayman refused to preach her funeral seriono until the matter was cleared up. An investigation will be made.

GROUNDLESS FEARS OF A RIOT.

CHAITANOOGA, Tenn., Sept. S.—The talk of a few foolish negroes ainrmed some people last night, and the two military companies were at their armories and announced themselves in realiness to obey the orders of the Sheriff. They were not called upon. An extra force of police patrolled the streets. The fears of a negro riot were groundless, and the militia dispersed at metro riot were groundless, and the militia dispersed at metro riot were groundless, and the militia dispersed at metro riot were groundless, and the militia dispersed at metro riot were groundless, and the militia dispersed at midulcht, never having appeared on the streets in commitment of the government was the political formally reported to Australia, and Constitution and secured their perfect independence. They tried disputed elections to the general satisfaction. Party was for the first time constitution and secured their perfect independence. They tried disputed elections to the general satisfaction. Party was for the first time constitution and secured their perfect independence i problem of the day. The break up of parties was seen in almost all European countries and had begun even in the United States. The Governor-General in Canada had become a mere fixurehead. The occupation of Canada by British troops had ceased, none remaining but the reduced garrison of Halifax. Commercial independence and even diplomatic independence of ar accommercial treaties are concerned, had been practically conceded. The political tie, therefore, had become as slight, as possible but unchanged in strength was the tie of affection for the mother country, from whom Canada has never received anything but kindness and whose thousand years of history she proudly elaims as her own.

Canada Confederation was still on trial and had great distincties both geographical and political to contend with. A veil lying over the future. The spraker said he could not venture to discuss there any question connected with the internal relations of Canada, but might say when fear of American interference had been expressed on his side of the line he had always told those who expressed them for a single desire to interfere with her in any way, and as far as any action of the American people was concerned her political destinies were absolutely in her own hands.

Papers were also read by Professor Beecker, of Johns Hopkins University; Justin Winser, of Harvard University; Tustin of Cornell, and Einerton, of Howard.

Youngstown, Ohio, Sept. 8 (Special) .- The regular north and south bound passenger trains on the Eric and Pittsburg Railroad came into collision near Middlesex this morning. The north-bound train had on board a number of ministers going to a church confer board a number of ministers going to a church confer-ence, and the south-bound train was carrying children of a Sunday-school to a picole. The engines of both trains were smashed to pieces and two or three cars on each were splittered into kinding wood, but no passon-ger was scriously injured. The killed are: Bates, eo-glineer, of Krie, Risinger, his fireman. The injured ares Frank Swash, baggaceman, Pittsburg; S. M. Dougherty, W. H. Shafer, measunger; Jacob E. Schwap, R. H. Bair, mail agent; D. D. Carge. The loss to the railway com-pany is about \$35,000.

LOST FIVE DAYS IN AN OLD MINE SHAFT. LEBANON, Penn., Sept. 8 (Special) .- One old son went to Narrow Valley in search of mountain

not be found. For five days the father searched the hills for the lost boy. Last evening Mr. Klick was about to for the lost boy. Last evening Mr. Klick was about to give up the hunt when he came across a deep hole in the side of the modutain. He knelt down and shouted loudly several times, and heard a groan far down in the depths. "Are you down there, Clayton!" "Yea, father," came the faint reply. Mr. Klick hastoned fet a rope and assistance and the young man was drawn up. Both of his feet were crushed and his limbs truised, swollen and inflamed. Partly uncen-clous, the suffered was taken home. His recovery is considered extremely doubtful.

TRENTON, Sept. 8 (Special) .- Jackson Briant, Court of Chancery to-day a paper asking that the Salva-tion Army, whose barracks adjoin his hotel, be enjoined, tion Army, whose harracks adjoin his hotel, be enjoined.

He represents that their conduct has injured his business, and states to many grievances that the till is one of the largest ever filed in the court. The recent action of the court in the case of the Asbury Park Saivation Army emboldened Mr. Briant to seek its protection. The court granted a temporary injunction and ordered the defendants to show cause why they should not be permanently enjoined.

SUCCESSFUL CASTING OF A LARGE GUY. READING, Sept. 8 (Special) .- An important READING, Sept. S (appendi).—An important business enterprise was begun to-day at the Scott Foundry of the Reading from Works by the successful casting of a heavy breech-loading rifle cannon of thirty feet length of bore for the American Stanuard Ordinance. conging of hore for the American Standard Ordinance Company, of New-York. The part cast weighs 40,000 pounds. The gun when combleted will exceed 100,000 pounds weight. It is calculated that this cannon will consume 9,000 pounds of powder and 18,000 pounds of projectice an hour.

SUICIDE OF A BANKER.

READING, Penn., Sept. S (Special).—Ammon L. Boyer, a well-known broker of this city, went to Philadelphia this morning and visited the engraving es-tablishment of John L. Leak, at Seventh and Chestaut nts. He went into a back room and a moment inter the report of a revelver was heard. Mr. Hoyer had sent a built through his brain. He had been engaged in the banking business here for many years. No cause is an aigued for his suickle.